



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

them, except at Bom Noire (where there is a beach), the coast is rocky, and there is generally a heavy surf breaking. At all the places named from Bom Noire to Iffney there are many boats. About twenty-five years ago a vessel, supposed to be Spanish, was with great difficulty loaded at Bom Noire with wheat and beeswax. The vessel lay off Bom Noire several days before she was communicated with : at last a boat went to her, when one of the crew of the vessel went on shore and made presents to the chief, Ali Oh Hassan, of guns, swords, &c. After that, boats went off to her with cargo, but the master would not allow more than one boat at a time alongside, the cargo of which he paid for. The Moors are said to have had the intention of taking possession of the vessel ; but a Moor in one of the boats which went off with cargo informed the master of the vessel of what the Moors intended, and he immediately got his vessel under weigh, although the cargo had not been completed. From Iffney to the mouth of the river Assaka it is about half a day's journey. At the mouth of the Assaka there is plenty of water, and the rise and fall are very little. About a day's journey eastward of the river Assaka is the town of Wadnoon, which is the commencement of the Sahara, or Desert. From the mouth of the river Assaka to the mouth of the river Drah, which rises at a place called Ohivarran, an hour and a half's journey in the interior above Wadnoon, it is a day and a half's journey. The Drah at its mouth, and for an hour and a half's journey up, cannot be forded at high water ; at low water there is not more than two feet of water : generally there is not much surf at the mouth. A short time ago the chief at Wadnoon, Sheik Beiruk, intended to have established a port at a place called El Bouida, in the province of Ezergien. El Bouida is a bay about three hours' journey north of the mouth of the Drah. At El Bouida there are houses, which can be seen from the sea. The population in the district, said to be under Sheik Beiruk's rule, is very large ; but of this population there are only about 8000 armed men, who are actually under his control : of these 8000 about 2000 are horsemen. The property of the people at Wadnoon consists chiefly of horses and sheep, each inhabitant possessing about 20 camels and 100 sheep ; the wealthier inhabitants as many as 300 camels and 2000 sheep each. Sheik Beiruk is said to be very wealthy, and trades much.

9. *Memoranda of a Visit to the Site of the Ruins of the ancient City of Sizicus in Asiatic Turkey.* By E. LEAHY, C.E. 1857.

Communicated by SIR RODERICK I. MURCHISON.

LEFT Constantinople for Panorma, in my steamship *Star* on Saturday morning, 23rd May, at 9 o'clock A.M. Panorma is about 70 miles s.w. by w. from the Seraglio Point, and is situated on the Asiatic shore of the Sea of Marmora. Population about 4000, one half being Christian and the other half Mahometan. The place is remarkable chiefly for its proximity to the site of the ancient city of Sizicus, and for some quarries of handsome red marble found in an insulated deposit of limestone at the southern suburbs of the town.

I was accompanied by Dr. and Mrs. Sarell, Mr. Philip Sarell, of the British Embassy, and the Greek Archbishop or "*Despot*" of Sizicus, and after a pleasant run of about nine hours we anchored opposite the town of Panorma at 6 o'clock P.M.

Next day the whole population of the town turned out to welcome the "*Despot*" (the general name in the East for bishop), who had not seen his

flock for the last three years, being too much occupied with "important business" in Constantinople.

The Archbishop's influence procured us the best horses and saddles in the town, and, accompanied by him, we all started at 10 o'clock A.M. for the ruins of Sizicus, where we arrived in about an hour, the distance being only 5 miles. These ruins are situated on the N.E. end of the isthmus separating the peninsula of Artaki from the mainland.

Comparatively few traces of Sizicus now exist above ground; even the name would in all probability have long since been unknown in the country but for the creation of an archbishopric of the same name.

The most remarkable ruins are an aqueduct and some sarcophagi; the latter are, indeed, in such good preservation that they cannot well be called ruins. Close on the sea-shore are two of these tombs; they were lately uncovered, being only 3 to 4 feet below the surface, and are in fine preservation. The covering-lid of each sarcophagus is hewn out of one block of white marble, of which there are extensive beds in the adjacent island of Marmora, and each of those blocks must have weighed upwards of 20 tons. The interior of each sarcophagus was divided into two stories by a thick flagged floor, inserted in and supported by the side-walls. In the lower story were found eight, and in the upper seven, human skeletons. In the general outline the figure of the Egyptian sarcophagus in the British Museum is alike to those of Sizicus. The recesses of the architraves of the latter do not appear to have been quite finished, but the workmanship of the mouldings is excellent. One sarcophagus is ornamented with an "egg and dart" moulding, running quite around in full relief, and wrought as finely as anything of the sort, ancient or modern, within my knowledge.

The whole breadth of the Isthmus of Sizicus is covered with broken columns and massive walls faced with square blocks of black granite, and backed with rubble masonry set in lime cement. The walls are distinctly traceable across the isthmus, from sea to sea, at the junction of the peninsula of Artaki; and appear to have served as the line of fortifications for Sizicus facing the continent. The city extended from those walls into the peninsula of Artaki, and at a distance of about a mile there still remain the ruins of a large aqueduct, in many parts over 100 feet high.

Strabo represented the peninsula as an island, and there is a tradition amongst the present inhabitants that the sea formerly ran across the isthmus, and that ships passed and repassed; but, if ever such a communication existed, there is no trace of it to be found at present.

The chart of this coast (Sea of Marmora), published and compiled in 1830-31 by our Admiralty, from surveys purporting to have been made by French, Spanish, and English, is not as accurate as could be wished. This chart shows a considerable inlet or canal cutting the isthmus almost across, whilst in fact there is no inlet whatever. The isthmus maintains a regular breadth of about a mile, without any indent or projection from sea or land. There is a sort of marsh in the middle which becomes a lake in wet weather.

Another and more serious error of the chart is the rock which is represented *above water* 1 mile S.S.E. of Mola island, at the entrance of the Bay of Panorma, and in the direct course from Constantinople to Panorma. There is no rock *visible* in that situation; but exactly in the same position there is a rock *having four feet water over it*, and is consequently very dangerous. Many vessels have been lost upon it, owing possibly to an over-confidence in the chart, and a consequent belief that *no dangerous* rock existed *under water*.

The Admiralty charts, prepared from the surveys of British officers, receive universal confidence for accuracy, and, in truth, they defy all criticism both for accuracy and clearness. An error of the sort just alluded to is the more dangerous because of this confidence, as foreigners unable to read English

rely upon the Admiralty's well-known stamp, and discover perhaps when too late that the surveys were duly noticed in the title of the chart as not being made by the Admiralty officers. This chart of the Sea of Marmora ought to be corrected and republished.

It is possible that the rock alluded to, which is now under water, might have sunk since the time the surveys were made, and it is also possible that the same cause which depressed the rock might have elevated the isthmus of Artaki. This supposition would be partly consistent with the representations both of the chart and of Strabo, but still not quite reconcilable with the comparatively recent date of the Admiralty chart.

At the same time, it may be well to remark that the earthquake of March, 1854, with which we in these localities were visited, caused many changes in the country between Artaki and Mount Olympus, so much so that the courses of some rivers near Brusa were entirely altered, and have remained so since.

EDMUND LEAHY.

10. *Ascent of the Albert River in search of the Letters of Mr. A. Gregory, in command of the North Australian Expedition.* By Mr. JAMES FLOOD, Assistant Botanist.

November 13th, anchorage off the mouth of the Albert.—Daylight, heavy clouds to the s.w., wind strong from the e.; the bar in front of the river could be seen from the masthead, and was dry for a long distance. Deeming it unsafe to start with a small boat deeply laden while the wind was blowing so fresh and such a heavy cross sea on the bar, caused by the tide and wind, I had everything required for the journey got in readiness, with 10 days' rations, consisting of flour, pork, tea, and sugar, with a small keg of water. The wind and sea having somewhat abated, I left the vessel at 11.5 a.m., taking with me three men of the expedition, viz. Selby, Showell, M'Donald, and one of the crew. In crossing the bar the boat grounded, when we had to get out and draw her over the sand for about a mile. Entered the river (Kangaroo Point) at 12.45 p.m., when, passing the point, three natives came running down to the bank, calling out and beckoning for us to land. They all carried long spears, and in the hands of one was a large tomahawk. Proceeded up the river and reached the two first islands by 4.10 p.m. The wind now flew round to the south, which, against the tide, caused such a sea that with some little difficulty we kept the things in the boat dry. When we came abreast of the next two islands the wind increased from south, rising the dust and leaves in clouds, and we had to hold on to the mangroves to save our boat from taking in water. From Kangaroo Point to these islands the river banks are nearly one unbroken line of mangroves, behind which, in places, there appear to be extensive mangrove swamps. The islands consist of a mass of mangrove-trees, the tide at high-water flowing in among them. Entered the western branch of the river at 6.30 p.m., pushed on through the most tortuous reaches, having a fair tide, and hopes of getting fresh water, as the river was said by Captain Stokes to be fresh above Island Reach. We had now been some few hours without any, and one of the men was knocked up through drinking salt-water. At midnight passed through Island Reach, when, upon tasting the water, it was as salt as the sea. Mosquitoes now began to become troublesome.

Nov. 14th.—Passed through the large bend beyond Island Reach and by the remainder of the islands, when the mosquitoes became so thick and troublesome that we could pull no longer. At 3 a.m. we landed, lit a fire, rolled ourselves up in our blankets, and tried to get sleep for two hours, but